wv j	Approved For Re	se 2002/06/25 CIA-RD	P89B00569R 40	00130073-7
JATE :	9290z 6 FEB 1961	I DOD SECRE	YE T 2 3	ROUTING G
15	DIRECTOR		3	
- ROM - MOTO 4	25X1A OPS (1-2-3-4)		Court May 100 con 100	ROUT INE
	· S/C (5)	, po	Super district opposite supposite su	ROOTINE
	CLZ	•		
2. Self from sugarfugar group of miles again papagal, and S. Ing.	TOR: Ø216Z 6 FEB 1961			IN-45195
end of the second			terme in termelan subject (species to the principal distribution consists of the species date. Security	cm
25X1A				25X1A 5
	A. FOLLOWING RADNOTE RECEIVED, NOT ADDRESSED AIR 25X1A			
	FORCE RESCUE 72658 DEPARTED HICKAM Ø5/17ØØZ. FLIGHT PLAN TO WAKE			
	12 HOURS.			
25X1A	B. MOBILEWILL MONITOR 286.4 1 HOUR PRIOR FIRST			
	ETA INSTRUCTIONS FOR LANDING AND CLEARING RUNWAY WILL BE GIVEN			
	AFTER INITIAL CONTACT. WINDS HAVE BEEN ACTIVE SINCE OUR ARRIVAL			
	WITH NO PREDOMINATE RUNWAY. DO NOT ANTICIPATE STRONG ENOUGH FOR			
	HAZARDOUS LANDING. AVERAGE HAS BEEN 16 TO 20 KNOTS. OCCASIONALLY			
	GUSTS TO 30 KNOTS LATE AFTERNOON. 06-24 USUALLY LEAST DENSITY			
	OF GOONIE BIRDS.			
	C. IN EVENT OF RADIO FAILURE, SUGGEST STANDARD SOP OF FLYBY			
	WITH WAGGLE OF WINGS. LET AIRCRAFT WITH RADIO LAND FIRST AND			
	FOLLOW, FUEL PERMITTING. IN EVENT BOTH LOSE, LAND ON \$6-24 OR			
	15-33 WHICHEVER MOST NEARLY ALIGNED WITH WIND TEE. WIND TEE IS			

END OF MESSAGE

T FOR SECRETE T

VICINITY OF INTERSECTION OF RUNWAYS. CLEARING OF RUNWAY WILL

DEPEND ON RUNWAY USED FOR LANDING.

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